



US Army Corps
of Engineers
St Paul District

Special Public Notice

ISSUED: July 13, 2007

EXPIRES: August 13, 2007

Applicant: Minnesota Department of Transportation

REFER TO: 2006-2250-JJY

SECTION: 404-Clean Water Act

**NOTICE OF AVAILABILITY OF THE TRUNK HIGHWAY 41 TIER 1 DRAFT
ENVIRONMENTAL IMPACT STATEMENT AND A PROPOSED CLEAN WATER ACT
SECTION 404 REVIEW PROCESS**

1. PURPOSE OF THIS PUBLIC NOTICE. The purpose of this public notice is to invite public comment on the Tier 1 Draft Environmental Impact Statement (DEIS) prepared by the Federal Highway Administration (FHWA) and the Minnesota Department of Transportation (MnDOT) for the purpose of selecting a new Trunk Highway 41 Minnesota River crossing in the vicinity of the Cities of Chaska, Carver, and Chanhassen, and Dahlgren Township in Carver County and the City of Shakopee and Jackson and Louisville Townships in Scott County. The approximate decimal degree coordinates for the center of the project area are Latitude 44.76 and Longitude -93.62.

The attached figures, labeled 2006-2250-JJY 1 of 6 through 2006-2250-JJY 3 of 6, show the study area and the alternative corridors that have been evaluated in the DEIS.

The Army Corps St. Paul District (Corps) is a cooperating agency in the preparation of the TH 41 Tier 1 EIS, and will be applying Clean Water Act (CWA) Section 404 evaluation criteria to the DEIS and the selection of a corridor for the TH 41 improvements. The Corps has consulted with the FHWA, MnDOT, the U.S. Environmental Protection Agency (EPA), the U.S. Fish and Wildlife Service (FWS), and the Minnesota Department of Natural Resources (MnDNR) in proposing a process to conduct a CWA Section 404 review concurrently with the tiered EIS process.

The attached figures, labeled 2006-2250-JJY 4 of 6 through 2006-2250-JJY 6 of 6, provide a comparison of the environmental impacts among the alternatives evaluated in the DEIS.

2. BACKGROUND. Section 404 of the CWA prohibits discharges of dredged or fill material into waters of the United States unless the work has been authorized by a Department of the Army permit. Waters of the United States may include rivers, lakes, ponds, streams, wetlands and other aquatic resources.

The Corps' evaluation of a CWA Section 404 standard permit application is a three-part analysis that (1) determines whether the proposal complies with the Section 404(b)(1) Guidelines, under 40 CFR Part 230.10, (2) evaluates the proposal's impacts in accordance with the National Environmental Policy Act (NEPA), under Appendix B of 33 CFR Part 325, and (3) determines whether the proposal is contrary to the public interest, under 33 CFR Part 320.4(a).

The proposed project is not currently programmed for construction within the next 20 years. However, FHWA and MnDOT have identified a need to preserve a corridor that best meets the project objectives as soon as possible, since the rapid development of the study area would further limit available options for meeting the transportation need. Therefore, FHWA and MnDOT are using a "tiered" two-step environmental review process (as permitted by the National Environmental Policy Act (NEPA) regulations and by Minnesota Rules 4410.4000) for the proposed project.

The Tier 1 EIS will address the social, economic and environmental issues associated with alternative corridor locations in order to identify a preferred corridor for the project. A Tier 2 environmental process, which will be initiated at a time closer to project construction, will address project-specific issues and focus on the proposed project's design alternatives, environmental impacts and mitigation.

FHWA and MnDOT requested that the Corps serve as a cooperating agency in the preparation of the Tier 1 EIS, and review the EIS for consistency with CWA Section 404 requirements. In addition, because this proposal is being studied as a tiered process, with the location decision being made during the Tier 1 process and the specific design decisions being made during the Tier 2 process, FHWA has requested that the Corps document their concurrence or non-concurrence at major milestones during the development of the Tier 1 and Tier 2 EIS.

Due to the forecasted development in the study area, it is anticipated that there would be less opportunities to avoid and minimize impacts to Waters of the U.S. and aquatic resources if the tiered EIS process were not used to preserve a corridor. Therefore, the Corps has agreed to conduct a CWA Section 404 review concurrently with the tiered EIS process.

3. CONCURRENT REVIEW PROCESS. The Corps intends to carry out the following actions to implement a CWA Section 404 review concurrently with the TH 41 tiered EIS process.

- a. Solicit public input, by issuing this special public notice, on the proposed incorporation of CWA Section 404 requirements into FHWA and MnDOT's selection of a preferred river crossing location as part of the Tier 1 DEIS.
- b. Address comments received in response to this public notice, and hold a state/federal interagency meeting to discuss agency comments on the tier 1 DEIS. After fully considering public comments and agency input, the Corps will determine whether the purpose and need and the alternatives analysis in the Tier 1 DEIS satisfy CWA Section 404 requirements.
- c. Upon notification by FHWA and MnDOT of their selected alternative, hold a state/federal interagency meeting to discuss the preferred alternative, and solicit agency input whether the selected alternative, on a corridor level, would satisfy CWA Section 404 requirements. In addition, potential mitigation options would be discussed on a conceptual level.
- d. Issue a second special public notice, summarizing comments received on first PN, announcing the availability of the Tier 1 Final EIS, identifying FHWA and MnDOT's selected alternative, and the Corps' determination whether the selected alternative would satisfy CWA Section 404 requirements on a corridor level. This notice would also include a 30-day public comment period.
- e. Prepare an administrative record of this process, addressing comments received in response to the second public notice. This administrative record would be closed until FHWA and MnDOT initiate the tier 2 EIS process.

4. DOCUMENT AVAILABILITY. This public notice is available on the Corps' internet web site at

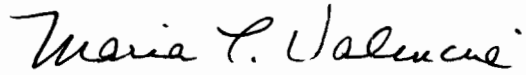
<http://www.mvp.usace.army.mil/regulatory/>.

The Tier 1 DEIS and other information and analysis is available on the MnDOT internet web site at


<http://projects.dot.state.mn.us/srf/041/report/index.html>.

5. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR CRITICAL HABITAT. This proposal is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment.
6. HISTORICAL/ARCHAEOLOGICAL. This public notice is provided to the National Park Service, the State Archaeologist, and the State Historic Preservation Officer to help determine whether there are known cultural resources which may be present in the Tier 1 DEIS study area.
7. REGULATORY AUTHORITY. Conducting a CWA Section 404 review concurrently with the tiered EIS development process does not guarantee that the analysis done would result in a permittable project. It only gives an indication whether, based on the available information, the analysis done would likely satisfy CWA Section 404 review requirements. Use of this merged review process in no way precludes the Corps from exercising any provision of its authorities and policies during any subsequent permit evaluations.
8. REPLIES/COMMENTS. The Corps invites public comment on both the Tier 1 DEIS and the proposed implementation of a concurrent CWA Section 404 review process and tiered EIS process.

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. Replies may be addressed to St. Paul District, Corps of Engineers, ATTN: OP-R/JJY, 190 Fifth Street East, St. Paul, MN 55101-1638. Questions about the proposal may be directed to Joseph Yanta, at telephone (651) 290-5362, email address joseph.j.yanta@mvp02.usace.army.mil, or fax (651) 290-5330.

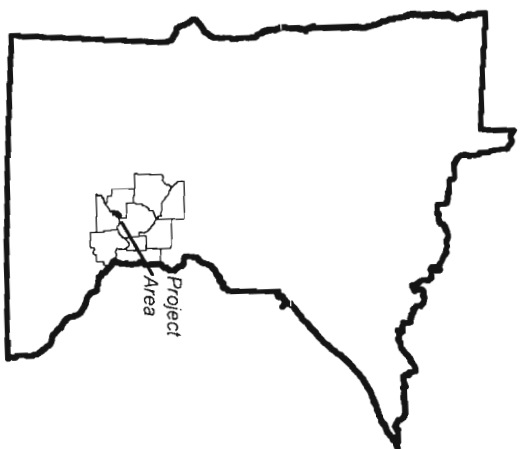
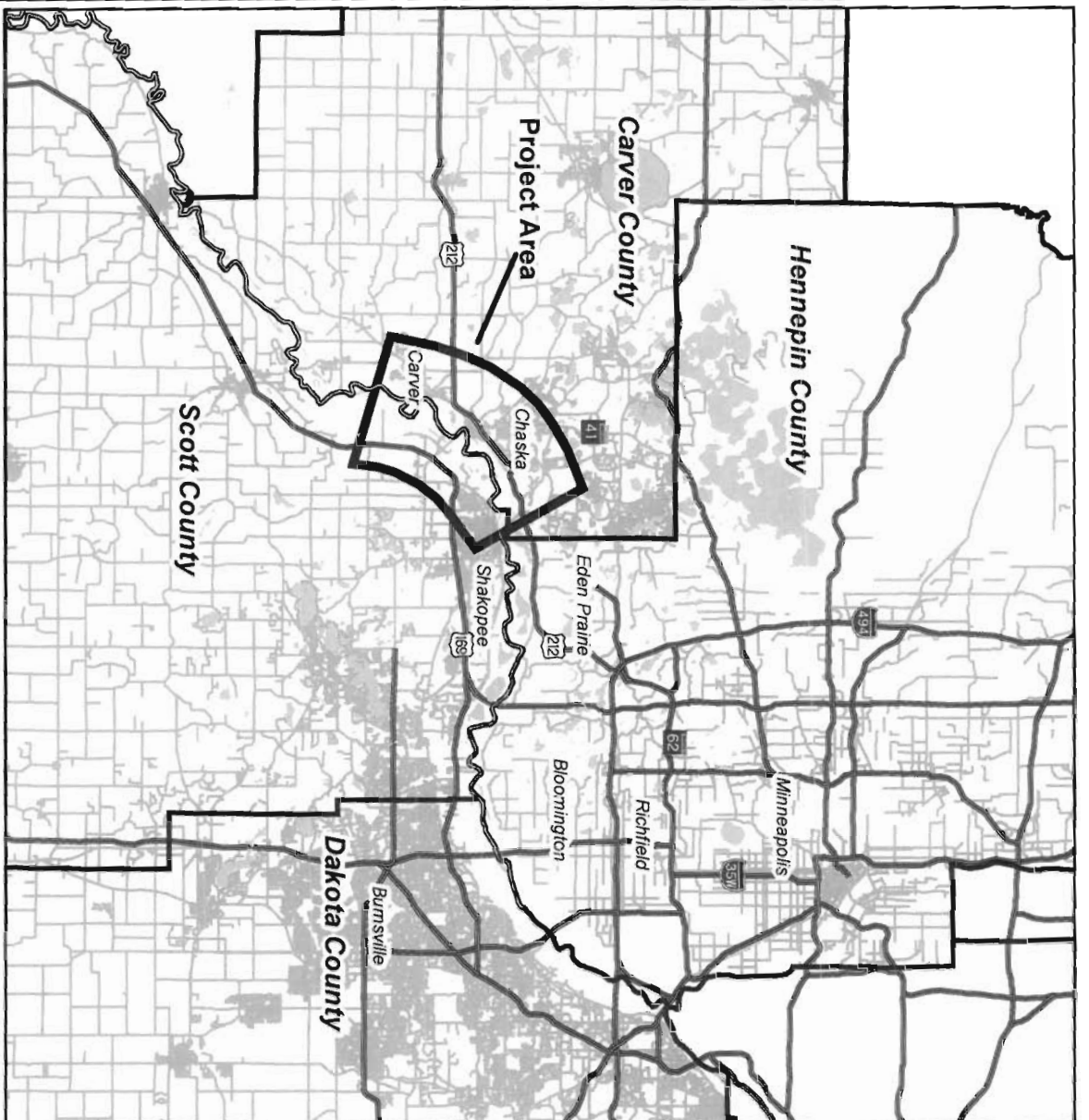


Robert J. Whiting

 Chief, Regulatory Branch

Enclosures

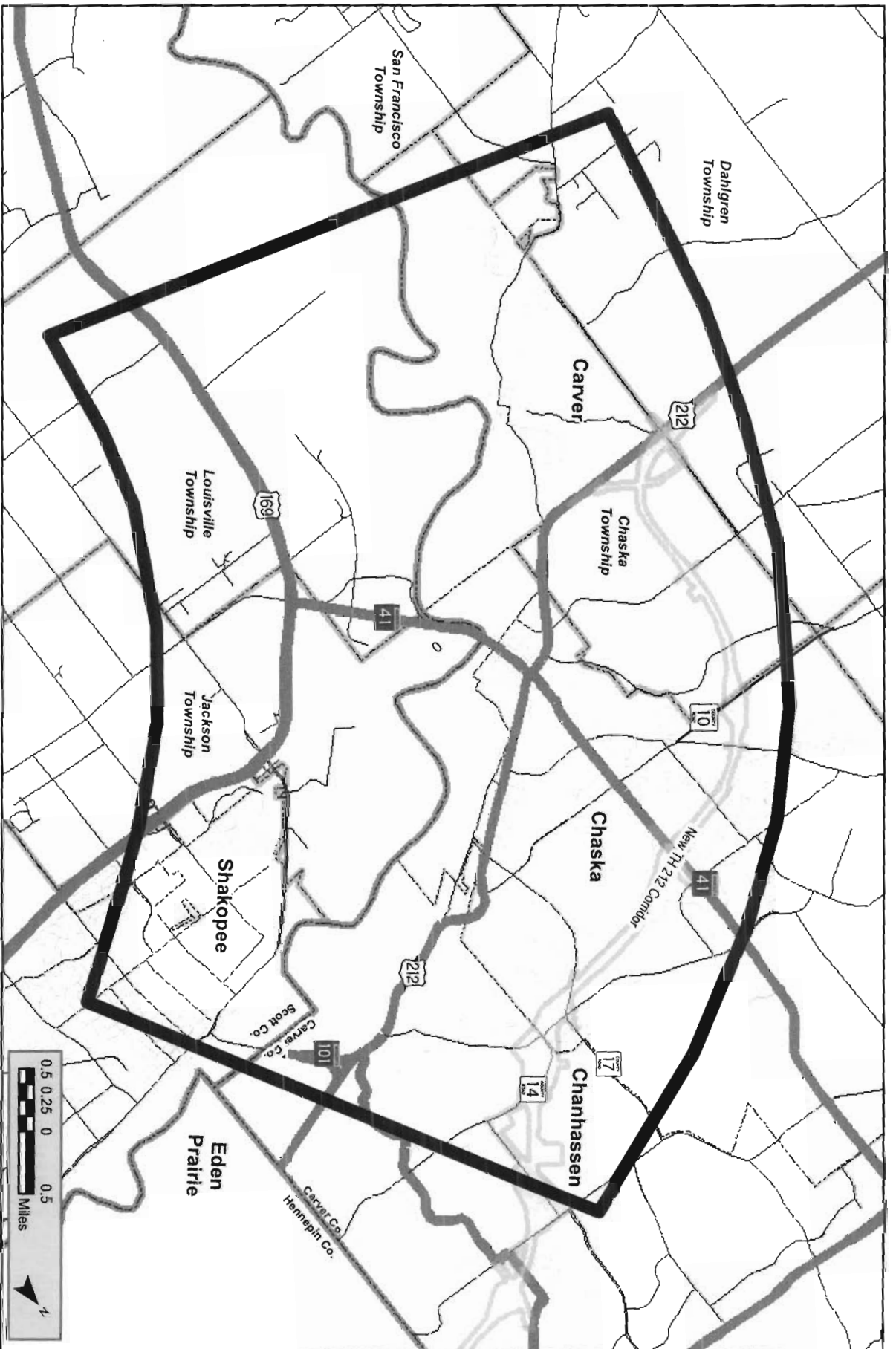
NOTICE TO EDITORS: This public notice is provided for your information only and is not a request for publication.



STATE /COUNTY LOCATION MAP

TRUNK HIGHWAY 41 MINNESOTA RIVER CROSSING
Draft Environmental Impact Statement
S.P. #1008-60
Minnesota Department of Transportation

Figure 1-1



STUDY AREA MAP

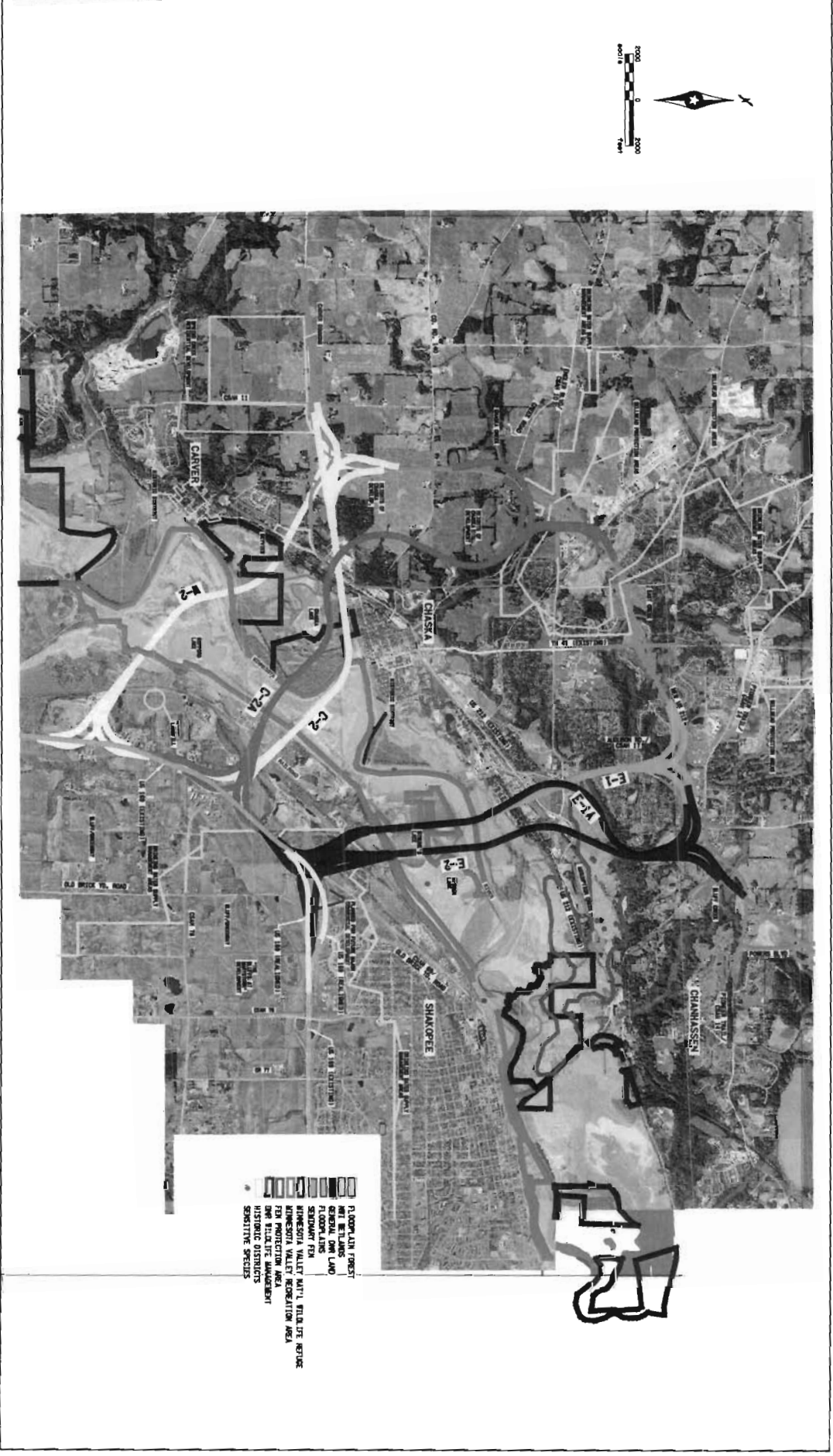
TRUNK HIGHWAY 41 MINNESOTA RIVER CROSSING

Draft Environmental Impact Statement

S.P. #1008-60

Minnesota Department of Transportation

Figure 1-2



BUILD ALTERNATIVES, WITH KEY FEATURES
TRUNK HIGHWAY 41 MINNESOTA RIVER CROSSING
Draft Environmental Impact Statement
S.P. #1008-60
Minnesota Department of Transportation

Figure 1-3

**TABLE 1-4
IMPACT SUMMARY**

TRANSPORTATION AND FISCAL IMPACTS				ALTERNATIVES			
	No-Build	W-2	C-2	C-2A	E-1	E-1A	E-2
Capacity Improvement and Relief to Other River Crossings							
New TH 41 Average Daily Traffic (ADT) (2040)	N/A	45,000	48,000	43,000	56,000	56,000	59,000
Other River Crossings ADT (2040)							
• CSAH 9/45	• 25,100	• 19,200	• 21,600	• 21,300	• 20,800	• 21,300	• 21,300
• TH 41	• 36,500	• 24,700	• 22,000	• 24,800	• 23,800	• 25,100	• 24,200
• Highway 101	• 34,000	• 30,400	• 30,000	• 29,900	• 24,800	• 24,300	• 23,300
• US 169	• 141,000	• 135,000	• 135,000	• 135,000	• 131,000	• 129,000	• 129,000
• I-35W	• 133,000	• 133,000	• 133,000	• 133,000	• 132,000	• 132,000	• 132,000
Hours of Congestion (2040)							
• Existing TH 41 north of existing US 212	• 0	• 0	• 0	• 0	• 0	• 0	• 0
• Existing TH 41 river crossing	• 10	• 3	• 2	• 3	• 2	• 3	• 2
• Existing Highway 101 river crossing	• 10	• 7	• 7	• 7	• 6	• 6	• 5
Regional Efficiency (2040)							
• VMT (difference from No-Build)	• N/A	• 310,000	• 314,000	• 354,000	• 309,000	• 285,000	• 292,000
• VHT (difference from No-Build)	• N/A	• -3,900	• -3,500	• -3,100	• -3,600	• -4,000	• -4,000
Safety							
Crashes (2040)							
• Freeway	• 996	• 1,058	• 1,052	• 1,058	• 1,052	• 1,055	• 1,053
• Non-Freeway	• 9,430	• 9,433	• 9,460	• 9,468	• 9,435	• 9,444	• 9,438
• Downtown Chaska	• 35	• 24	• 22	• 24	• 23	• 24	• 23
Other							
• Grade-separated rail crossings increase safety and decrease number of stops for transports carrying hazardous/flammable materials.							
• Substantial improvements in emergency response times, especially during flood conditions.							
• Reduced potential for vehicle-bicycle or vehicle-pedestrian conflicts.							
Trucks per day (% of ADT) (2040)							
• New TH 41	• N/A	• 2,360 (5)	• 2,350 (5)	• 2,210 (5)	• 3,650 (7)	• 4,130 (7)	• 4,040 (7)
• Existing TH 41	• 2,700 (7)	• 900 (4)	• 700 (3)	• 800 (3)	• 700 (3)	• 700 (3)	• 700 (3)
• Highway 101	• 1,400 (4)	• 1,500 (5)	• 1,500 (5)	• 1,300 (4)	• 1,300 (5)	• 1,300 (5)	• 1,000 (4)
• US 169	• 8,900 (6)	• 8,700 (6)	• 8,700 (6)	• 9,100 (7)	• 8,300 (6)	• 8,200 (6)	• 8,100 (6)
Fiscal							
Cost (in 2005 dollars) (rounded to \$10M)		• \$335-\$390M	• \$305-\$355M	• \$345-\$405M	• \$375-\$460M (low profile) • \$395-\$485M (high profile)	• \$410-\$490M	• \$370-\$440M (low profile) • \$375-\$450M (high profile)
• Construction		• \$ 55-\$ 80M	• \$ 75-\$105M	• \$ 65-\$ 90M	• \$100-\$135M	• \$ 55-\$ 75M	• \$ 60-\$ 80M
• Right of way		• \$390-\$470M	• \$380-\$460M	• \$410-\$495M	• \$475-\$495M (low profile) • \$495-\$620M (high profile)	• \$465-\$565M	• \$430-\$520M (low profile) • \$435-\$530M (high profile)
• Total							
Benefit/Cost Ratio	N/A	3.43	3.39	3.29	2.33	2.72	2.84
SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS							
Right of way		• 258 acres • 44 affected parcels: • 7 residential • 17 agricultural • 7 industrial/commercial • 9 public • 4 other	• 320 acres • 59 affected parcels: • 15 residential • 15 agricultural • 15 industrial/commercial • 11 public • 3 other	• 301 acres • 133 affected parcels: • 69 residential • 17 agricultural • 16 industrial/commercial • 16 public • 15 other	• 360 acres • 204 affected parcels: • 144 residential • 11 agricultural • 6 industrial/commercial • 39 public • 4 other	• 214 acres • 84 affected parcels: • 35 residential • 10 agricultural • 13 industrial/commercial • 25 public • 1 other	• 194 acres • 34 affected parcels: • 42 residential • 9 agricultural • 56 industrial/commercial • 24 public • 1 other
Residential Units Acquired ⁽¹⁾	N/A	• 13 6 businesses 125 employees	• 29 11 businesses 114 employees	• 78 12 businesses 134 employees	• 261 3 businesses 115 employees	• 136 7 businesses 264 employees	• 210 5 businesses 99 employees
Business/employees	N/A						
Fiscal		• \$25,150 • \$15,350	• \$162,200 • \$ 17,450	• \$166,750 • \$ 45,900	• \$25,000 • \$45,900	• \$33,700 • \$84,350	• \$44,200 • \$32,150
• Annual tax loss (Scott County)							
• Annual tax loss (Carver County)							
Environmental Justice	N/A	No disproportionate impacts	18 households – Jackson Heights	38 households – Jackson Heights	• Up to 126 households – Mobile Manor, Bonnevista and Riverview Terrace	• Up to 113 households – Mobile Manor, Bonnevista and Riverview Terrace	• Up to 182 households – Mobile Manor, Bonnevista and Riverview Terrace

⁽¹⁾ Includes single family homes, townhomes and mobile home units. Does not include farm houses.

**TABLE 1-4 continued
IMPACT SUMMARY**

	No-Build		ALTERNATIVES			
	W-2		C-2	C-2A	E-1	E-1A E-2
SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS						
Neighborhoods	N/A	<ul style="list-style-type: none"> River Bluff Estates (Carver) Separates small portion of Carver 	<ul style="list-style-type: none"> Jackson Heights Heights of Chaska Separates Carver and Chaska No impact 	<ul style="list-style-type: none"> Jackson Heights Heights of Chaska Separates Carver and Chaska Chaska maintenance facility (minor land acquisition) 	<ul style="list-style-type: none"> Mobile Manor, Bonnevista and Riverview Terrace Separates established neighborhoods east and west of Audubon Road Church, church residence School property 	<ul style="list-style-type: none"> Mobile Manor, Bonnevista and Riverview Terrace Separates Chaska and Chanhassen School property St. John's Cemetery expansion area School property
Community Facilities	N/A	<ul style="list-style-type: none"> Renaissance Festival (private) 				
Access	N/A	<ul style="list-style-type: none"> Existing US 212 realigned Mt. Hope Road extended to realigned existing US 212 	<ul style="list-style-type: none"> Affects design of US 169/ existing TH 41 interchange and US 169/CSAH 69 interchange Assumes existing TH 41/CSAH 78 realigned to the west Local ramps at New US 212/CSAH 11 interchange reconstructed Athletic Field (a.k.a. Chaska Cubs Ball Field) Effect on other resources cannot be determined at this time 	<ul style="list-style-type: none"> Affects design of US 169/ existing TH 41 interchange and US 169/CSAH 69 interchange Assumes existing TH 41/CSAH 78 realigned to the west Local ramps at New US 212/CSAH 11 interchange reconstructed 	<ul style="list-style-type: none"> Affects design of US 169/ existing TH 41 interchange and US 169/CSAH 69 interchange Numerous local roadway alterations needed to restore access to affected parcels 	<ul style="list-style-type: none"> Affects design of US 169/ existing TH 41 interchange and US 169/CSAH 69 interchange Affects design of US 169/ existing TH 41 interchange and US 169/CSAH 69 interchange
Cultural Resources	Walnut Street Historic District (downtown Chaska)	Effect cannot be determined at this time		Effect cannot be determined at this time	No adverse effect	No adverse effect; assumes alignment will avoid archeological site
Parks, Trails, Recreational Areas (Section 4(f))		<ul style="list-style-type: none"> 20.4 acres MVNWR 30.6 acres MYSRAMV Trails 	<ul style="list-style-type: none"> 8.5 acres MVNWR 22.3 acres MYSRAMV Trails 3.5 acres - Athletic Park, Chaska (possibly all 8 acres) 	<ul style="list-style-type: none"> 36.1 acres MVNWR 5.4 acres MYSRAMV Trails 	<ul style="list-style-type: none"> 12.0 acres MYSRAMV Trails 10.4 acres Pioneer Park/ Chaska High School/ Pioneer Ridge Freshman Center Complex 1.4 miles (1.3 acres) Audubon Trail 4,200 feet (0.8 acres) Chaska Trail Segments 	<ul style="list-style-type: none"> 12.0 acres MYSRAMV Trails 2.7 acres Pioneer Park/ Chaska High School/ Pioneer Ridge Freshman Center Complex 1,000 feet (0.2 acres) Audubon Trail 800 feet (0.2 acres) City of Chaska Trail Segments
Threatened and Endangered Species	No adverse impacts to rare species have been observed	<ul style="list-style-type: none"> (Potential) freshwater mussel concentrations Kitten Tails (state threatened) Hills Thistle (state endangered) Regal Fritillary butterfly (state special concern) Tier II mussel study recommended 	<ul style="list-style-type: none"> None listed within 1/2 mile Tier II mussel study recommended 	<ul style="list-style-type: none"> None listed within 1/2 mile Tier II mussel study recommended 	<ul style="list-style-type: none"> None listed within 1/2 mile Tier II mussel study recommended 	<ul style="list-style-type: none"> Sterile sedge (federal threatened and endangered) and other plant species associated with Seminary Fen native plant communities and sites of biodiversity
Vegetation/Habitat Communities	N/A	<ul style="list-style-type: none"> Shading effects Salt spray, trash, debris, and opportunistic invasive species Bridge piers may create obstacles for wildlife; bridge creates flight barrier for birds 	<ul style="list-style-type: none"> Shading effects Salt spray, trash, debris, and opportunistic invasive species Bridge piers may create obstacles for wildlife; bridge creates flight barrier for birds 	<ul style="list-style-type: none"> Shading effects Salt spray, trash, debris, and opportunistic invasive species Bridge piers may create obstacles for wildlife; bridge creates flight barrier for birds 	<ul style="list-style-type: none"> Shading effects Salt spray, trash, debris, and opportunistic invasive species Bridge piers may create obstacles for wildlife; bridge creates flight barrier for birds 	<ul style="list-style-type: none"> Shading effects Salt spray, trash, debris, and opportunistic invasive species Bridge piers may create obstacles for wildlife; bridge creates flight barrier for birds
Floodplain Forest/Old Growth Floodplain Forest		25 acres	16 acres	21 acres (the colony within 1/2 mile)	7 acres	9 acres
Maple-Basswood Forest		0 acres	11 acres	22 acres	10 acres	13 acres
Oak Forest		5 acres	4 acres	2 acres	4 acres	1 acre
Oak-Woodland brush		0 acres	0 acres	9 acres	0 acres	5 acres
Lowland Hardwood Forest		3 acres	6 acres	12 acres	1 acre	8 acres
New Edge		14,350 feet	12,300 feet	19,500 feet	8,600 feet	12,700 feet
Native Vegetation		Carver Marsh and Chaska Lake	MVNWR	MVNWR	Nyssen's Lake (3 acres)	Nyssen's Lake (3 acres) and SPWC

**TABLE 1-4 continued
IMPACT SUMMARY**

	ALTERNATIVES					
	No-Build	W-2	C-2	C-2A	E-1	E-2
GENERAL IMPACTS						
Seminary Fen/Assumption Creek	N/A	No impact	No impact	No impact	No impacts to CFC Area 1 or 3. Water table drawdown 0.1 ft to small portion of CFC Area 2	No impacts to CFC Area 1. Potential contamination on transport to CFC Area 3. Major impact to CFC Area 2
Surface Water Quality/Storm Water Runoff	N/A	<ul style="list-style-type: none"> 44.1 acres 10.4 acre-ft (33.6) 	<ul style="list-style-type: none"> 47.7 acres 13.9 acre-ft (31.9) 	<ul style="list-style-type: none"> 60.3 acres 17.2 acre-ft (24.0) 	<ul style="list-style-type: none"> 48.3 acres 15.0 acre-ft (33.2) – High Profile 14.7 acre ft (38) – Low Profile 9.4 acres (both profile options) 	<ul style="list-style-type: none"> 47.7 acres 14.8 acre-ft (29.6) (both profile options)
Wetland Impacts	N/A	12.9 acres	12.9 acres	17.5 acres	High: 16.2 acres Low: 15.9 acres	22.5 acres (both profile options)
Wild and Scenic River	N/A	Impact on scenic value. <i>(Note: this section of the Minnesota River is not currently designated as a Wild and Scenic River, but it is on the National River Inventory)</i>				
Floodplain/Waterbodies	N/A	<ul style="list-style-type: none"> 7,920 feet (Minnesota River) 0.01 foot 	<ul style="list-style-type: none"> 7,250 feet (Minnesota River) 0.02 foot 	<ul style="list-style-type: none"> 6,500 feet (Minnesota River) 1,464 feet (Bluff Creek) 0.01 foot 	<ul style="list-style-type: none"> 5,730 feet (Minnesota River) 0.02 foot 	<ul style="list-style-type: none"> 5,716 feet (Minnesota River) 161 feet (Bluff Creek) 0.02 foot
Groundwater	N/A	Potential dewatering or direct impacts to groundwater, not excessive	Potential dewatering or direct impacts to groundwater, not excessive	Potential dewatering or direct impacts to groundwater, not excessive	Potential dewatering or direct impacts to groundwater, limited with assumed pier construction	Potential dewatering or direct impacts to groundwater, limited with assumed pier construction
Physical						
Noise (daytime) (2010)	<ul style="list-style-type: none"> 1 dBA over existing conditions would exceed Federal standards 	<ul style="list-style-type: none"> State standards exceeded by 4 to 16 dBA at 5 receptors Noise levels near downtown Chaska are 4 dBA lower than No-Build 	<ul style="list-style-type: none"> State standards exceeded by 1 to 6 dBA at 5 receptors 5 of 13 receptors lower than No-Build Downtown Chaska 4 dBA lower than No-Build 	<ul style="list-style-type: none"> State standards exceeded by 1 to 8 dBA at 12 receptors 7 of 15 receptors lower than No-Build Downtown Chaska 3 dBA lower than No-Build 	<ul style="list-style-type: none"> State standards exceeded by 4 to 12 dBA at five receptors 5 of 13 receptors lower than No-Build Downtown Chaska 4 dBA lower than No-Build 	<ul style="list-style-type: none"> State standards exceeded by 1 to 9 dBA at 6 receptors 4 of 13 receptors lower than No-Build Downtown Chaska 4 dBA lower than No-Build
Air Quality		<ul style="list-style-type: none"> 4 low risk sites 43 medium risk sites 2 high risk sites 	<ul style="list-style-type: none"> 22 low risk sites 2 medium risk sites 9 high risk sites 	<ul style="list-style-type: none"> 22 low risk sites 2 medium risk sites 9 high risk sites 	<ul style="list-style-type: none"> 10 low risk sites 8 medium risk sites 4 high risk sites 	<ul style="list-style-type: none"> 10 low risk sites 8 medium risk sites 4 high risk sites
Visual Quality	N/A	550 feet	1,950 feet	4,980 feet	3,000 feet	4,700 feet
Steep Slopes, Erovable Soils – Length of erodible soil crossing	N/A	<ul style="list-style-type: none"> 9 land owners 17 agricultural parcels 91 acres 	<ul style="list-style-type: none"> 14 land owners 15 agricultural parcels 148 acres 	<ul style="list-style-type: none"> 14 land owners 17 agricultural parcels 101 acres 	<ul style="list-style-type: none"> 6 land owners 11 agricultural parcels 50 acres 	<ul style="list-style-type: none"> 6 land owners 10 agricultural parcels 92 acres
Excess/Borrow	N/A	Preliminary estimates indicate that up to 3.3 million cubic yards of borrow may be required for this project.				
OTHER						
Construction Impacts	N/A	Local traffic congestion and access impacts; noise near sensitive receptors; temporary channel obstructions; impacts to aquatic species habitat				
Indirect Impacts	N/A	<ul style="list-style-type: none"> Assumed US 169 south frontage road removes commercial building Reduction in affordable housing may affect businesses, broader low-moderate income families Increased development intensity near corridor, potential induced development beyond study area Vegetation/habitat effects 	<ul style="list-style-type: none"> Assumed US 169/existing TH 41 interchange removes 3 homes Reduction in affordable housing may affect businesses, broader low-moderate income families 	<ul style="list-style-type: none"> Assumed US 169/existing TH 41 interchange removes 3 homes Reduction in affordable housing may affect businesses, broader low-moderate income families 	<ul style="list-style-type: none"> Social Impacts to Mobile Manor Seminary Fen 	<ul style="list-style-type: none"> Social Impacts to Mobile Manor Seminary Fen
Cumulative Impacts	N/A	<ul style="list-style-type: none"> MVNW Social Athletic Park 	<ul style="list-style-type: none"> MVNW Social Social 	<ul style="list-style-type: none"> MVNW Social Social 	<ul style="list-style-type: none"> Social Impacts to Mobile Manor Seminary Fen 	<ul style="list-style-type: none"> Social Impacts to Mobile Manor Seminary Fen

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
SIBLEY SQUARE AT MEARS PARK
190 5TH ST. EAST STE 401
ST. PAUL, MINNESOTA 55101-1638

OFFICIAL BUSINESS
REGULATORY BRANCH

POSTMASTER: Please Post until Notice Expires